



Patuxent River Navy Flying Club

In the News.

Insurance and Aircraft Rates

The club has been faced with an increase in insurance premiums over the last several years. As a result, the club must now face the harsh reality of raising the hourly rate for the T-34 by \$3. However not all the money will go to insurance, a portion will also go improved maintenance standards on our warbird fleet. Despite the rate change we are still the cheapest place around if you want to fly a T-34. The Jet Warbird Training Center in Santa Fe, New Mexico charges \$275 an hour for T-34 instruction and checkout!

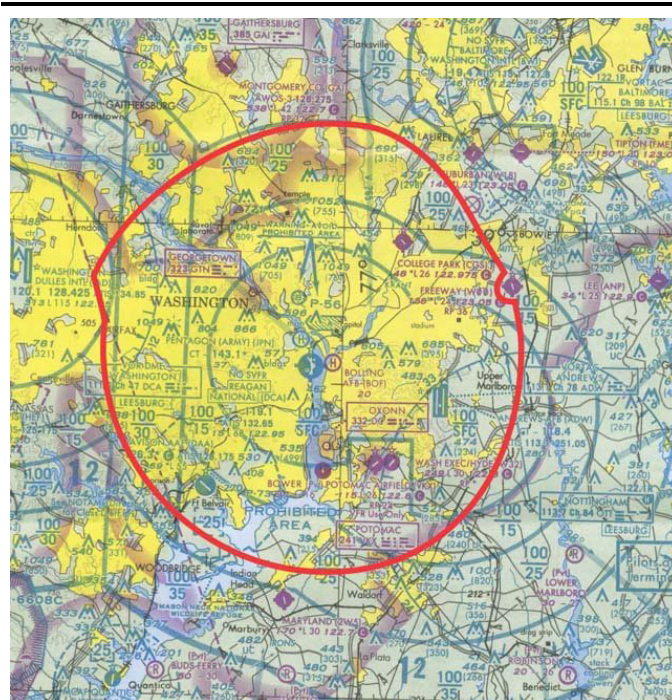
It has been almost ten years since the flying club even did a review of the instructor rates that were being charged. It was believed that it was our low rates were a key selling feature. However we found ourselves in a situation we did not expect, our instructors were paid \$13 an hour, about the same as the drive through manager at Burger King. Not good. We have an extremely talented instructor staff with highly professional standards being set for all to follow. In response to this the Board of Directors was faced with a painful decision of raising the rates by \$5. This brings the rate up to \$20 and hour with \$18 an hour going to the instructor. This is still highly competitive with the St. Mary's rate of \$25 and hour with only \$20 for the instructor. With this rate we hope to attract and expand out CFI talent base while maintaining a competitive edge over our competition.

Rate changes will be effective June 1st. Every person on the Board of Directors appreciates your patients as we worked our way though this difficult decision.

Hails and Farwell's

Please take a moment to say high to our newest club members: Fransico Ablen, Pedro Balderas, Mark Barncord, Michael Daily, Victor DiSanto, Alan Felsecker, Dana Griffin, Chris Joseph, Michael Peel, Charley Robinson, Dennis Tolentino, and Paul Yurechko. Once again, welcome to the club I hope to see you in the air.

Aviation Restrictions – Watch you Airspace



1/3354 ... FLIGHT OPERATIONS ARE PROHIBITED WITHIN 15 STATUTE MILES OF THE WASHINGTON MONUMENT, EXCLUDING A 1 NAUTICAL MILE RADIUS OF FREEWAY AIRPORT (W00), MITCHELLVILLE, MD., FROM THE SURFACE UP TO BUT NOT INCLUDING FL180 OR, WITHIN AN AREA FROM THE SURFACE UP TO BUT NOT INCLUDING FL180, BOUNDED BY A LINE BEGINNING AT THE WASHINGTON (DCA) VOR/DME 300 DEGREE RADIAL AT 15 NM (385655N/0772008W) THENCE CLOCKWISE ALONG THE DCA 15 NM ARC TO THE DCA 022 DEGREE RADIAL AT 15 NM (390611N/0765751W) THENCE SOUTHEAST VIA A LINE DRAWN TO THE DCA 049 DEGREE RADIAL AT 14 NM (390218N/0765038W) THENCE SOUTH VIA A LINE DRAWN TO THE DCA 064 DEGREE RADIAL AT 13 NM (385901N/0764832W) THENCE CLOCKWISE ALONG THE DCA 13 NM ARC TO THE DCA 282 DEGREE RADIAL AT 13 NM (385214N/0771848W) THENCE NORTH VIA A LINE DRAWN TO THE POINT OF BEGINNING; EXCLUDING THE AIRSPACE WITHIN A 1 NM RADIUS OF FREEWAY AIRPORT (W00),

Presidents Corner

Thanks to an active membership the PRNFC is having a very successful year. We have a growing fleet of aircraft, including two IFR trainers, we have flown over 650 hours this fiscal year and continue



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to set new records within the club for monthly flight hours. As we continue to expand our fleet, membership, and flight operations I would like to take this opportunity to remind everyone that the club is what you make of it. If you have any issues and/or suggestions for how we can improve the club in any way, please don't hesitate to provide them to myself, any BOD member, or any club CFI, we are here to serve and to fly. Finally, just a reminder that we are a recreational activity and must never compromise safety with "get-there-itis". WHEN THERE IS DOUBT, THERE IS NO DOUBT!

Vice Presidents View's

The great flying weather has finally arrived. Considering I use the T-34 as my primary means of going back and forth to National Guard Drill, it is a welcome site. I would like to encourage everyone to take advantage of all the flying activities coming up this summer. With more items than I could list on the Calendar, there is no shortage of great one-day getaways in June. A \$100 hamburger is waiting just a short flight away.

Joe The Manager

THINGS ARE LOOKING CLEANER IN OUR CLUB HOUSE

MWR provided support to our efforts towards getting the general area looking fresher. MWR assisted by providing professional cleaners to strip and wax the floor. We tried to get the job done ourselves but with out a buffer with scrubbing brush it was very difficult to get years of o build up grime removed. A few members had mentioned that they had access to that type of cleaning equipment but it never made its way to the club. More good news on the cleaning effort, on Tuesday (29 May) another cleaning commitment was made by MWR in that we will now have cleaners visit the club weekly and empty the trash and clean up the bathroom.

We have new neighbors. As you will notice as you drive up to the club there are a lot of cars in the parking area. These cars belong to the Security force, which guard the gate to the base. They have been relocated to the spaces directly across from our building from their past location by the Pax Landing dining facility.

After using a plane make sure that it is secured with the lines pulled tight. With the quickly changing weather conditions a storm can develop with gusty winds and we do not want one of our planes going for a stroll around the ramp. Do not depend on the next scheduled pilot to do it as that person might be canceling out due to up coming weather.

INVOICES are an important issue with MWR. Each one must be accounted for! If you make a major error and need to generate a new invoice, please void the original and add with the new invoice. There are two invoice pads in the ready-room, one is for purchases which are used for paying for flights the other pad is for instructors to bill the club. Try to not use the wrong invoice as this fouls up number sequence.

The MO

I took on the responsibilities of MO to make some needed changes in that area, mainly in regard to the club's T-34s. PRNFC is fortunate to have a dedicated A&P such as Charley to keep the Cessna fleet, which has grown to 4 airplanes, in good and reliable working order. He has been looking ahead and identifying tasks and related material needed for the next

Scheduled maintenance period in order to minimize the down time for any given airplane. Although they are simple airplanes, that does not mean their maintenance is any less intense. Many thanks to those who have contributed there time and "sweat" helping with our T-34B in the hangar, N87964. By the time you read this, N88796 will be back on the ramp with a refreshed engine, an ICS that is compatible with our headsets and no nosewheel shimmy. I am next working to resolve how best to accomplish 100 hr inspections in order to minimize down time. As long as we keep the T-34s, my goal is to maintain them well while maximizing their availability.

Safety

Thanks for coming to the semi-annual safety standdown. For those who missed it please give me a call and we can get you current again. To satisfy the next safety brief requirement you can come to either the monthly club meeting or the FAA local



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brief conducted here at Pax the 12th of June 1900-2100 in bldg 2189 room 120. Water survival, how to survive a water ditching is the topic. Be safe.

PIREP

Great Destinations and How To Get There.

KSOP – *Southern Pines/Pinehurst, North Carolina.*

Southern Pines and neighboring Pinehurst is a golfing Mecca with more beautiful days than you will know what to do with. Pinehurst was the site of the 1999 Men's U.S. Open with a return of the Open coming in the near future. The Pinehurst Hotel and Village of Pinehurst is second to none with a lavish lifestyle for all to enjoy. Flying there was easy. Take off on 24, turn 10 degrees left and don't turn until you exit runway 23 at SOP. The track is 228 for approximately 258 NM from Pax. A good route of flight is PXT, LVL, RDU, KSOP. Flight time in the T-34 is about 2 hours but the return trip has been made in 1+25 (tailwind). The airport offers full services with a \$5 overnight fee. The airfield is uncontrolled but offers a full range of Inst. approaches and is serviced by Fayetteville Clearance Delivery/Approach via relay.



PIREP is a review of places to fly and things to do. If you have flown somewhere that you think others would like to see, let us know.

Trivia

- With a private pilots license, can you solicit friends to come for a ride with the condition that they pay for half the cost? What if you have a Commercial Pilots License?

EP of the Month T-34

- What is the HIGH KEY entry altitude, entry point and airspeed.
 - Once LOW KEY is reached what are the gear down and gear up airspeed's?

EP of the Month Cessna 152

- You are at 2500 Ft and have an engine failure. Due to your superb piloting skills you are trimmed on glide speed and have picked out a perfect field directly below you in which to land. What considerations have you made in selecting this particular field? You should have at least five.

Think you know Flight Test!

- For FAA (you already know the Mil-Spec) aircraft spin certification, when must the pilot initiate spin recovery? This assumes normal control input.
- Do you recognize this aircraft?



- This one should be easy as I am sure some of you may have flown it.

Classifieds

This is a great chance to offload that unused Kneeboard, an old GPS 90 or any other gear you may want to sell. Just let the VP know that you would to place an add, and it will appear in the next issue.



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Club Sky Spotter

AOPA Fly-Inn & Open House

1 June – Frederick Municipal Airport, MD

<http://www.aopa.org/special/fly-in/2002/>

New London Airport Fly-in

2 June – New London Airport, VA

Airshow and Model Rocket Day

9 June – Fauquier Airport – Bealeton, VA

<http://www.flyingcircusair.com/>

11 June – Monthly Safety Meeting. Hope to see you there.

For More Information visit: <http://aerovents.com/main.htm>



211 T-34B MENTOR

Something for All

Sentimental Journey Fly-In

16 June – Piper Memorial Airport
Lockhaven, PA

Thurston Classic – Balloon Rally

14 – 16 June. Meadville, PA.

<http://eballoon.com/>

Airpower Over Hampton Roads

21-23 June, Langley AFB, VA

<http://www.langleyairshow.com/>

June
2002

<i>Sun</i>	<i>Mon</i>	<i>Tue</i>	<i>Wed</i>	<i>Thu</i>	<i>Fri</i>	<i>Sat</i>
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